



I-70 Floyd Hill to Veterans Memorial Tunnels

Floyd Hill to Veterans Memorial Tunnels

Construction Industry Virtual Meeting

May 26th, 2021 | 5:30 pm - 6:30 pm

PARTICIPANT QUESTIONS & ANSWERS

1. Are the wildlife crossing locations selected?

- Two wildlife crossings are planned. The first is planned on US 40 near the Town of Empire, and the second on I-70 near Genesee. After consultation with the wildlife working group called ALIVE, the group determined that it would be more beneficial to provide crossings in other areas of the corridor east of the Eisenhower-Johnson Memorial Tunnels. Constructing a wildlife crossing at the top of Floyd Hill is very costly and with the development planned, the future of wildlife movement is unknown, which leaves the possibility of an underused crossing.

2. If the project opts for the Design-Build project delivery method, will the current designer be permitted on a Design-Build team, or will they be precluded from Final Design?

- At this time, CDOT is not anticipating that any elements of this project will be Design-Build.

3. Is CDOT going to hire an experienced and qualified Independent Cost Estimator?

- Yes. Assuming a CMGC delivery method, CDOT will release a Request for Proposal for an Independent Cost Estimator.

4. When will design files be released?

- The concept design will be released with the RFP. Roll plots have been presented at public meetings and are available on the Project website now.

5. Has the projected time frame changed? At one point it was communicated that the proposal would be submitted to the Transportation Commission in May 2021.

- The Transportation Commission was originally slated to review CDOT's recommendation in May 2021. This was moved to June 2021 so that this



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Construction Industry Meeting could be held. The Transportation Commission has not approved the delivery method yet, and will be reviewing the recommendation in June, including comments from this meeting. There has been general support for the CMGC approach from stakeholders so far. There have also been multiple public meetings during the Environmental Assessment phase.

6. Will any Eastbound design work be done on the initial Westbound CMGC design contract? Can the initial CMGC contracts be extended to deliver the Eastbound phase should funding come available?

- The Westbound project will have a fixed limited construction cost that reflects the construction of Westbound I-70. Elements of the Eastbound I-70 lanes will be examined while elements of the Westbound improvements are being designed. However, Eastbound improvements will not be fully designed at this time and would require a separate procurement.

7. Will the Canyon Viaduct Alternative include two separate packages (one Eastbound and one Westbound)?

- Yes. However, there are some Eastbound design elements that may be addressed while working on the Westbound. Westbound design will consider the ways in which it may interact with future Eastbound improvements.

8. What were the risk factors that gave Design-Build and Design-Bid-Build lower ratings than CMGC?

- Design-Build requires that CDOT, as the project owner, has a clear critical pathway to the end of the project. Approvals of third parties can hinder these efforts, increasing the risk of both Design-Build and Design-Bid-Build project delivery methods. Design-Bid-Build would require the mobilization of multiple design resource teams working on parallel trajectories, the coordination of which also increases the risk of this approach.

9. Is this estimated \$700 million project cost based on the Tunnel Alternative or the Canyon Viaduct alternative? Which is the preferred Alternative and why?



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- The cost is based on the Canyon Viaduct Alternative, which is the Preferred Alternative (although the costs of the two alternatives were projected as similar). The Canyon Viaduct Alternative was selected because it addresses the needed transportation improvements better and has less environmental impacts and more environmental enhancements than the Tunnel Alternative. More information will be available in the forthcoming Environmental Assessment, which will be released for public review and comment and posted on CDOT's website.

10. Can you verify that the improvements between the Veterans Memorial Tunnel and the Hidden Valley interchange (rock cuts and mainline realignment) are part of the CMGC package?

- Yes. Improvements between the Veterans Memorial Tunnel and the Hidden Valley interchange (rock cuts and mainline realignment) are part of the Westbound I-70 CMGC package.

11. The shared evaluation matrix for the recommended delivery method is presented at a high level. Is there a document that can be shared that shows more detail?

- The PDSM will be published on the CDOT website once completed and accepted by the Transportation Commission.

12. If CDOT is able to close the funding gap within the next six months to one year, would Eastbound improvements be folded into the Westbound project?

- Currently, CDOT is focused on the Westbound project. If new funding became available, a separate procurement process would occur for Eastbound improvements.

13. Will the Westbound lane be an Express Lane or a Peak Period Shoulder Lane?

- The Westbound lane from Floyd Hill through the Veterans Memorial Tunnels will be a permanent managed express lane. It will connect and coordinate operationally with the Westbound Peak Period Shoulder Lane from Veterans Memorial Tunnels to Empire (US 40), which is an interim operational shoulder improvement that operates on select winter and summer weekends and holidays when I-70 is most congested.



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14. What is the timeline for the release of the Environmental Assessment?

- The Environmental Assessment is planned to be released in summer 2021 and projected to coincide closely with the release of the RFP.

15. Do you intend to have a two-step procurement process with an RFQ preceding an RFP?

- At this time, the plan is to release an RFP only for both Design and CMGC contracts. However, the RFP will involve a two-step selection process. First, a select group of designers/contractors will be shortlisted based on their technical proposal scores; second, designer/contractor presentations and interviews will be evaluated to determine which firm is best suited for the project.

16. Are preliminary design consultants precluded from being prime consultants for CMGC design and/or CM procurements?

- No. The preliminary design consultant is eligible for the CMGC design and CM procurements. However, they will need to go through the same RFP process as other applicants.

17. When during the CMGC process does CDOT bring on a consultant for Construction Management for the "GC" phase of the project?

- It is anticipated that CDOT will issue an RFP for Construction Management/Owner Representative Services shortly after the selection processes for the designer and CMGC.

18. Once the WB project is started, will WB and EB US 6 entrances and exits still be available?

- As construction progresses, every effort will be made to maintain the access points for US 6 but such access might not be through the current ramps. There will be times that the ramps will close to accommodate construction activities, but these closures will be advertised and detours placed to allow access to I-70 from US 6. Existing interchange movements will continue to be available once the Westbound

19. Will you request new Letters of Interest?



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- No, CDOT will not request new Letters of Interest.

20. What is the anticipated number of pages in the RFP?

- The project team has yet to determine the number of pages in the RFP. They are reviewing previous projects and public comments regarding this request and the final decision will be published in the RFP.

21. How will CDOT plan for the fact that WB lanes and EB lanes are connected and require coordination? improvements are completed. Even if the Eastbound improvements are not yet completed.

- CDOT is committed to completing the entire project, both the Westbound and Eastbound improvements. Although the focus of this first design contract will be the Westbound improvements, CMGC will be required to plan for future Eastbound improvements. Westbound improvements will be designed to not preclude future Eastbound improvements.